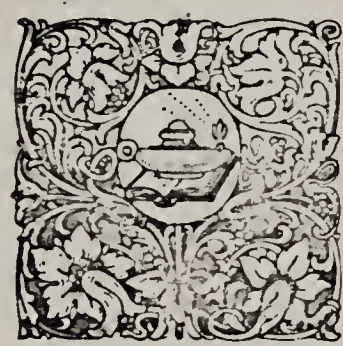
The American Historical Company, Inc., New York.

HANNA, BLAIR

AND

ALLIED FAMILIES

GENEALOGICAL AND BIOGRAPHICAL



Prepared and Privately Printed for

ELIZA HANNA HAYDEN

BY

THE AMERICAN HISTORICAL SOCIETY, Inc.

NEW YORK

1927

Dedication

In Memory of her Parents

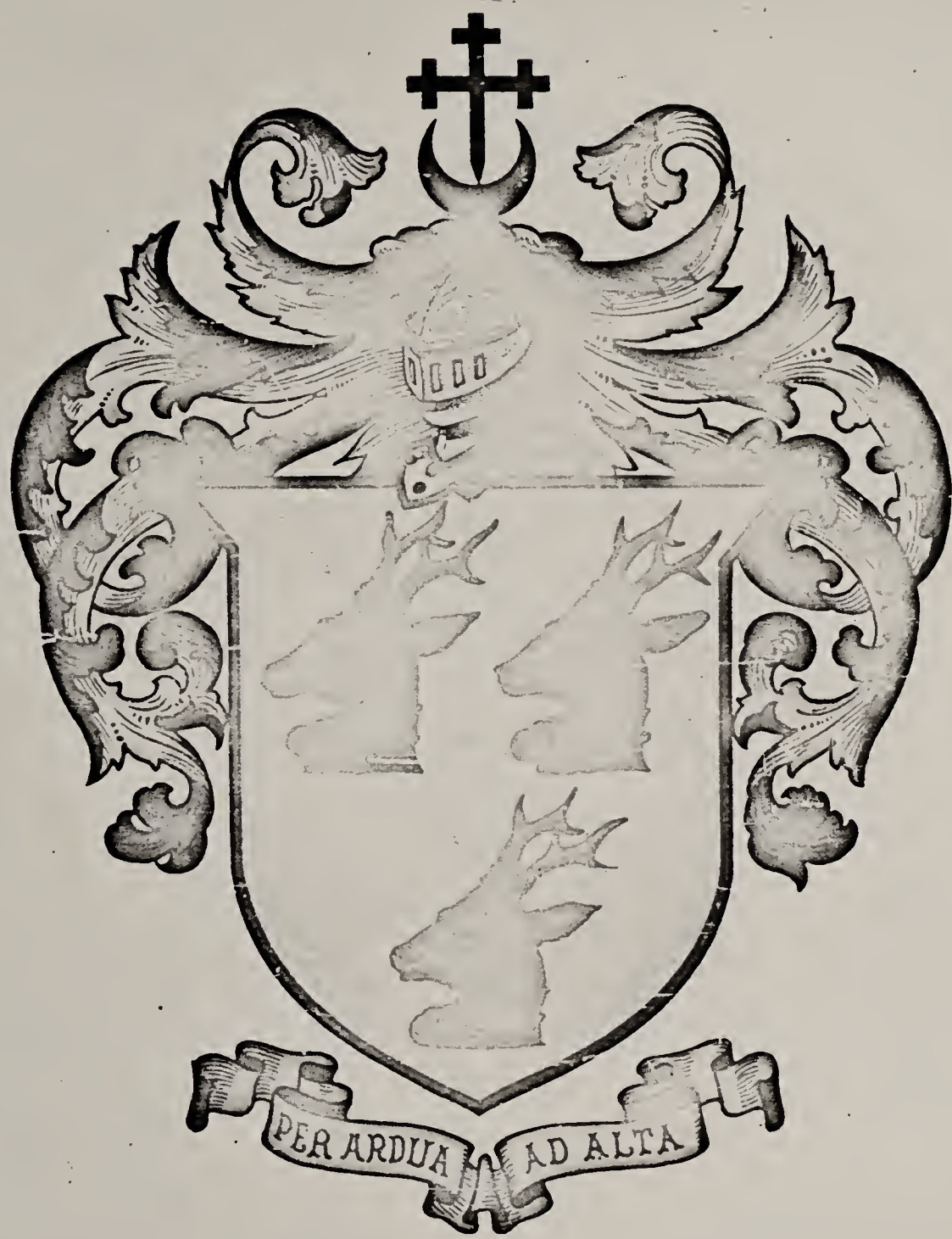
Judge Samuel Hanna

and

Eliza (Taylor) Hanna

and in Loving Appreciation of the Worth of Character They Embodied. This Record is Dedicated by

Eliza Hanna Hayden



Hanna
(Hannay of Sorbie Castle)

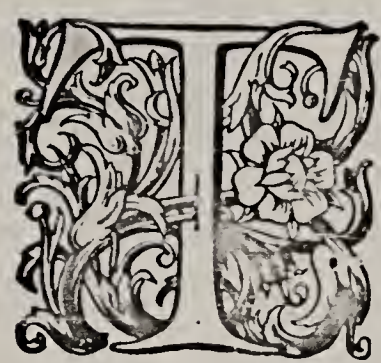
HANNAY-HANNA ARMS

Arms—Argent, three roebucks' heads, couped, azure, collared or, with a bell pendant.

Crest—Within the horns of a crescent a cross crosslet fitchée sable.

Motto—*Per ardua ad alta.*

Hanna



THE Hanna family can be traced back to the thirteenth century, when Patrick Hannay built and occupied a castle, since known in history as Castle Sorbie, which is still standing, but in a half ruinous state, and is located on the waters of the Mull of Galloway in Wigton, southern half of Ayrshire, Scotland. The Hannay family came into prominence about the time of the War of the Roses, and some of the occupants of Castle Sorbie wielded a commanding influence during that period. The Hannays continued to occupy and own Castle Sorbie until the close of the seventeenth century, and when the male members of the family all emigrated to Ireland it passed, through intermarriage with the Lords of Galloway, into the possession of Sir Alexander Stewart, of Garlies, a grandson of Sir Alexander Stewart, who had married Margaret Hannay, a daughter and heir of Patrick Hannay, of Castle Sorbie.

This Sir Alexander Stewart, who now came into possession of the seat of the Hannays, was in great favor with James VI, who knighted him in 1590, at the coronation of his consort, Queen Anne of Denmark. Sir Alexander married (first) Christian Douglas, daughter of Sir William Douglas, and (second) the Lady Elizabeth Douglas, daughter of David, Earl Angus, and widow of John, seventh Lord Maxwell, Earl of Morton. He died October 9, 1596, leaving five children. His son and heir, Sir Alexander Stewart, a man of great talent, loyalty and integrity, was elevated to the peerage, July 19, 1607, by the title of Baron of Garlies, and on September 19, 1623, was advanced to the Earl of Galloway. He married, October 16,

1600, Grisel Gordon, daughter of Sir John Gordon, of Lochinvar, and, dying in 1649, left two sons and a daughter. He was succeeded by his son, James Stewart, second Lord of Galloway, who, in his father's lifetime, had been created a Baronet of Nova Scotia. He was a firm adherent of the Stuarts and was fined four hundred pounds by Oliver Cromwell for his attachment to the royal family. He lived to see the Restoration, and came into great favor with King Charles II. He married, in 1642, Nicolas Grier, daughter of Sir Robert Grier, of Grierson, M. P., and had two sons and four daughters. His oldest son, Alexander Stewart, third Lord of Galloway, married Mary, daughter of James, second Earl of Queensbury, by whom he had six sons and two daughters. The oldest son, Alexander, became fourth Earl of Galloway. The second son, James, became fifth Earl of Galloway. The third son, Andrew, was a brigadier-general and died, unmarried, at Castle Sorbie, in 1748. The fourth son, Andrew, had died or been killed in the Darien expedition in 1699. William and Robert died young, unmarried.

Castle Sorbie, which appears to have fallen to the third son, John Stewart, brother of the fourth and fifth earls, about this time fell into disuse, or was not occupied by any of the Stewart family, and we find no further word of it in history since the death of its owner, in the year 1748. It still, however, is owned by the heirs of the Earls of Galloway, all of whom are descendants of Patrick Hannay, of Castle Sorbie.

The Hannays occupied many useful public positions. They were members of Parliament during several generations, and in 1630 Sir Robert Hannay was made a Baron. This Baronetcy is now extinct.

I

THOMAS HANNA, the immigrant ancestor of the Hanna family of America, was born about 1720, in Lesarah Lock, County Monaghan, Ireland, a son of Robert and Elizabeth Hanna, and probably a grandson or great-grandson of the Hannays of Castle Sorbie, in Galloway, Scotland. In 1763, with his wife, Elizabeth (Henderson) Hanna, and their six children, he came to America. Of the six children, John, the eldest, died at Newcastle, after the ship had cast anchor. The other children were: James, Robert, Hugh, Martha, and Thomas. With the Hanna family there came to America the congregation of the entire Presbyterian Church of Ballybay, of which church the Hannas were members. They landed at Newcastle, Delaware, and the Hannas settled among the Quakers in Buckingham, Bucks County, Pennsylvania. In less than a year, 1764, Thomas Hanna died, and is buried in the burying-ground of the Friends' Meeting House at Buckingham. Elizabeth (Henderson) Hanna remained in Bucks County, Pennsylvania, until her death, in 1766. Of her remaining family, the two oldest sons, James and Robert, who were twins, were bound out to farmers in the neighborhood and remained in Bucks County until they were of age, when James went to Kentucky and Robert married, in Chester County, Pennsylvania. The remaining three children followed the tide of emigration into Western Pennsylvania, where Hugh and Thomas married and settled in Washington County, and the only sister, Martha, settled in Bedford County, Virginia, where she married Edward Saunders, only son and heir of James Saunders, who had represented Orange County, North Carolina, in the Provincial Congress, which met at Halifax, April 4, 1776, and also in the Congress held in the same place, November 12, 1776.

II

JAMES HANNA, one of the twin sons of Thomas and Elizabeth (Henderson) Hanna, was born in County Monaghan, Ireland, March 2, 1752 or 1753. He emigrated to the Province of Pennsylvania, in 1763, with his parents and brothers and sisters. After the death of his father, in 1764, James was reared in the family of a Presbyterian farmer in Bucks County, Pennsylvania. On April 4, 1782, at Havre de Grace, Maryland, James Hanna married (first) Hannah Bayless, who was born on a farm near Havre de Grace, Harford County, Maryland, August 13, 1751. She was of Huguenot descent. Her grandfather Samuel Bayless, with his brother, William Bayless, came to America the latter part of the seventeenth century and settled near Basking Ridge, New Jersey.

Shortly after their marriage, James Hanna and his wife emigrated to Kentucky, making the entire journey on horseback, she riding on a pillion behind her husband. Here their nine children were born, and here they continued to reside until 1804, when they removed to Dayton, Ohio. Shortly after, on August 14, 1804, Hannah (Bayless) Hanna died and was buried in the old Dayton Cemetery. James Hanna married a second time, by which marriage he had four children, three of whom died in infancy. James Hanna was a weaver by trade, but a farmer by occupation. In his religious life he was an orthodox Presbyterian, serving his church for fifty years as an elder. James Hanna, Patriot, whose signature is attached to the Patriot's List, rendered faithful service during the Revolutionary War, entering the ranks in 1775, being about twenty-two or twenty-three years old when war was declared. He is listed as a member of Charles Anderson's company, September 23, 1775, and also served in Captain Jacob's company in 1776. Again he is listed in August, 1776, as serving in Captain James Young's company, in Captain Ewing's battalion, "Flying Camp." In politics he was a Whig. He died at his home near Dayton, Ohio, October 31, 1827.

The Bayles-Bayless coat-of-arms is as follows:

Arms—Gules, a fesse argent between three mullets in chief, and as many martlets in base of the second.

Children of James and Hannah (Bayless) Hanna:

1. Elizabeth, born January 9, 1783, died November 27, 1857; married (first) John Johnson, a soldier of the War of 1812, who died November 15, 1816; married (second) James McGorkle; had one son, William McGorkle, who became a prominent Presbyterian minister, now deceased.
2. Thomas, born in 1785, date of death unknown.
3. Martha, born January 29, 1789, died August 23, 1850; married Andrew Tolford, who died June 12, 1853.
4. James born March 31, 1791, died February 18, 1855.
5. Sarah, born July 20, 1795, died January 22, 1872; married Harvey Ward, who died September 12, 1844, while on a visit in Troy, Ohio.
6. *Samuel*, of whom further.
7. Hugh, born July 26, 1799, died January 18, 1869.
8. Nancy, born in 1801, died in August, 1857; married a Mr. Barnett.
9. Joseph Smith, born December 7, 1803, died August 4, 1864.

Of Samuel Hanna is may be said without exaggeration that it is impossible to write an adequate account of his life without reciting the history of Fort Wayne, nor is it possible to give a complete history of the city without embodying an account of his career. The record that follows is largely a dispassionate account of the work that he did and a partial estimate of its effect not only upon his community and the State, but as a part of the westward course of progress that left us with only the oceans as our frontiers. That which is not stated as it occurred daily is the fact of his constant helpfulness to his fellows, his all embracing charity to those in need, the unfailing friendliness and good cheer which were the portion of those with whom he had contact. A man of broad ability might have approximated his practical achievements, but only a man whose heart was cast in a mould of the generous proportions of his intellect could have discharged such weighty responsibilities and at the same time could have kept close to the confidence of his neighbors and townsmen, sharing their joys and their sorrows. Whatever the pressure of affairs, his home and his office were always open to those who needed his counsel and encouragement, and it was not unusual for his family to see a caller, who had arrived with furrowed brow and drooping shoulders, depart with the smile of courage upon his face, and in his eyes the light of hope. These are the memories of Judge Hanna that persist even more strongly than the impressive record he made as a pioneer railroad man, and the detailed narrative that follows must be read in the light of his great humanitarianism for its full significance to be grasped.

Yours Affectionately
Samuel McCamma

Eliza Taylor Hanna.

III

SAMUEL HANNA, son of James and Hannah (Bayless) Hanna, was born in Scott County, Kentucky, October 7, 1797. His father, James Hanna, moved to Dayton, Ohio, in 1804, and cleared a farm near the site of that town. Here Samuel Hanna's early days were passed, his educational privileges being no greater than those of most pioneer boys. His first employment that took him away from home was as a post driver, distributing newspapers to subscribers throughout the country, there being then no mail service for that purpose. In his nineteenth year he was a clerk in a Piqua store, and he and another ambitious young tradesman bought out the establishment, giving their note for three thousand dollars. Soon afterward these notes were transferred to an innocent purchaser, and a writ of attachment followed, taking the goods away from Hanna and his partner. The payments of the notes being pressed, the partner pleaded infancy, a valid defense, but Hanna refused to do so, and though he had been swindled, he declared his purpose to pay his obligations in full. This he did, principal and interest, as soon as he was able. Such an incident explains the remarkable strength he had afterward in the financial world, and the almost unbounded credit which enabled him to assume the main burden of great enterprises. After teaching school for some time, he next became prominent as a purveyor of a treaty at St. Mary's in 1818 with his brother, Thomas.

They hauled provisions from Troy, Ohio, and by their enterprise secured a small sum of money, a little of which was potent in those days on the frontier. While at St. Mary's he decided to come to Fort Wayne, and at this little settlement he arrived in 1819. He established a trading post in a log cabin, the work on which was mostly done by his own hands, on the present northwest corner of Columbia and Barr streets, unknown as thoroughfares at that time. The Indian trade of that early day developed grievous and glaring abuses, with many agents and traders unscrupulously enriching themselves, but Mr. Hanna's fair and honorable dealings endeared him to the red men, and afterwards to the settlers who took the place of his dusky customers. Legitimate profits were the basis of his large fortune, upon which foundation he built with a rare business sagacity, and an economy which dissuaded him from spending one dollar for personal luxuries until he was worth five thousand dollars. During the period of his early trading here, manfactured goods were purchased in Boston or New York, and came by the lakes and down the Maumee in pirogues, or were brought from Detroit with pack horses. Provisions of all kinds were brought from Southwestern Ohio by way of St. Mary's River, in the care of sturdy boatsmen, who were frequently delayed by fallen trees which barred the stream until they were cut away.

These discomforts of commerce early turned the attention of Mr. Hanna to the improvement of routes of transportation. Before the time of the canal agitation began, he had widely extended his possessions. He had acted for several years as agent of the American Fur Company, and was rapidly acquiring land throughout Indiana. His influence was aided also by his service as the first Associate Judge of Allen County. The canal project had its inception in a conversation between Judge Hanna and David Burr, at the home of the former, and their efforts secured the land grant by Congress. There was opposition to the acceptance of the grant, and Judge Hanna was elected to the Legislature as a champion of the canal. He had previously served in the House in 1826, and his subsequent membership of that body was in 1831 and 1840. He had served in the Senate from 1832 to 1836. He went to New York to purchase the instruments, which he brought back on horseback from Detroit to Fort Wayne, when the survey was begun on the St. Joseph River, Mr. Burr acting as rod man and Mr. Hanna as axe man, both at ten dollars per month. The climate vanquished the engineer on the second section, and the two invincible pioneers continued the work alone. They reported to the next Legislature, and Judge Hanna, being a member, secured the passage of an act authorizing the construction of the canal. No one contributed more to the success of the work in the early and trying years of its history than Samuel Hanna. From 1828 to 1836 he was successively canal commissioner and fund commissioner, negotiating the money with which the work was carried on, besides acting in the Legislature as chairman of the Canal Committee.

During the same period, he took a prominent part in the organization of the financial policy of the State, subsequent to the veto of the "United States Bank Act." The creation of State banks being recommended by the President, Judge Hanna was given opportunity to consider the proper measures to take in that direction. He strenuously opposed and defeated a measure proposed, and in the next Legislature was given, as chairman of the committee having the measure in charge, the duty of drafting a charter. This he did so wisely that the State banking system of Indiana, which stood until the time of the Civil War, was always substantial and a credit to Indiana. A branch was at once established at Fort Wayne, of which Judge Hanna was president for a considerable period.

In 1836 Judge Hanna purchased the remaining land interests of Burr and McGorkle, now within the city limits, and until the opening of the canal brought a large increase in population he was much embarrassed by this absorption of his capital. But he never distressed those who had purchased his lands and failed in meeting their obligations, preferring to suffer inconvenience himself and many land-owners owe their prosperity today to his kindness. After the building of the canal, an era of improvement followed which may be termed the plank road epoch. Jesse Vermilyea visited some of these highways in the East and Canada, and his report incited Judge Hanna and others to the construction of such roads for the benefit of Fort Wayne. A route was provided by the canal from East to West, substantially that of the Wabash Railroad of today, and now a route from North

to South, a forerunner of the Grand Rapids & Indiana Road, was a desideratum. The Fort Wayne & Lima (La Grange County) Plank Road Company was organized, and stock subscriptions solicited. But cash was very scarce, and subscriptions were mostly in goods, land and labor. Nearly all the necessary capital was borrowed from the branch bank, and this was spent in erecting sawmills. Contractors being timid, Judge Hanna himself took the first ten miles north of Fort Wayne, and personally supervised its construction, axe in hand, doing much of the work. Like a born general he led, and as a necessary sequel, others followed. With the coöperation of William Mitchell, Drusus Nichols, and others within two years there was a plank road from Fort Wayne to Ontario, a distance of fifty miles. This, the pioneer plank road of Northern Indiana was followed by the Piqua road, in which Mr. Hanna was also an indispensable factor.

Now the era opened in which the prosperity of cities depended upon the building of railroads, and again Judge Hanna led the army of progress. Peculiarly in this direction did he have great influence upon the future of Fort Wayne, in the growth of which the railroad industries have had a predominant part. When that grand national line of railway which is now the pride and strength of Fort Wayne, and with which his name is forever identified, the Pittsburgh, Fort Wayne & Chicago Railway, was first projected —beginning with the section from Pittsburgh to Massillon, thence from Massillon to Crestline, thence from Crestline to Fort Wayne, and finally developing in the grand idea of a consolidated continuous line of railway from Pittsburgh to Chicago—Judge Hanna was among the first to see, to

appreciate, and to embark upon the golden enterprise that was, in ten years' time, to bring Fort Wayne from the condition of an insignificant country town to rank and dignity among the first commercial and manufacturing cities of Indiana. When the construction reached Crestline, Judge Hanna and his friends induced the voting of a subscription of one hundred thousand dollars by Allen County, which was the turning point toward the completion of the enterprise. Judge Hanna, Pliny Hoagland and William Mitchell took the contract for the construction of the section from Crestline to Fort Wayne, one hundred and thirty-one miles, but in a short time funds gave out, the work stopped, and gloom overspread the hopes of the city. Dr. Merriman, the president of the company, resigned. In this emergency the great strength of character of Samuel Hanna was the unfailing resource. He was elected president, and in three days was in the East, pledging the individual credit of the contractors for the necessary funds. Being successful, he hastened to Montreal and Quebec, and redeemed the supplies which were held for transportation charges. The work was resumed, and in November, 1854, the trains from Philadelphia ran into Fort Wayne.

At this time the Fort Wayne & Chicago Railroad Company was organized and Judge Hanna was elected president. Money was to be derived from the sale of stocks and bonds which, when paid, amounted in cash to less than three per cent. of the cost of construction and equipment. The main part of the subscription was paid in land and labor. The sale of bonds was slow and discouraging. Quoting the appreciative words of Hon. J. K. Edgertoun:

The powerful corporation, now so strong and prosperous, measuring its annual income by well-nigh half a score of million dollars, from the fall of 1854 to the close of 1860, passed through a fearful struggle, not only for the completion of its work, but for its own corporate and financial life. The financial disasters of 1857 found the consolidated company with an incomplete road, with meager revenues, and a broken credit, many of its best friends, even among its own managers, were inclined to grow weary and to faint by the way.

Through all this trying period no man worked more faithfully and hopefully, or was consulted more freely than Judge Hanna. He was a tower of strength to an almost ruined enterprise. He was at brief times gloomy and despondent, but he was a man of large hope with a robust organism that eminently fitted him to stand up and toil on to a successful end. No man who has ever been connected with the management of the Pittsburgh, Fort Wayne & Chicago Railroad has had a larger share of confidence of all interested in it than Judge Hanna possessed. In all phases of the company affairs, in the midst of negotiations involving the most vital interests in Chicago, Cleveland, Philadelphia, Pittsburgh and New York, surrounded by sagacious financiers and railway men of the country, were such men as J. F. D. Lanier, Richard H. Winslow, John Ferguson, Charles Moran, J. Edgar Thompson, William B. Ogden, George W. Cass, and Amasa Stone. There was in Judge Hanna a weight of character, a native sagacity, and far-seeing judgment, and a fidelity of purpose to the public trust he represented

that commanded the respect of all and made him a peer of the ablest of them. Judge Hanna was especially the advocate and guardian of the local interests of the road. He was ever watchful for the home stockholders, the local trade, the rights and interests of the towns and counties on the railway and of the men who worked on the road. In those dark days, when the company did not, or could not, always pay its men, and suffering and strikes were impending, Judge Hanna sympathized with, and did all he could for the men on the road who earned their daily bread by the work of their hands. He had always in his mind the welfare of Fort Wayne, and worked unceasingly for the establishment of the immense shops of the company in this city. In this he had the aid of able men, but he had to encounter the opposition of others no less active. By direct demand, by strategy and invincible persistence in the meetings of the directors, he pursued his object to success.

Before the road reached Chicago, the consolidation and formation of the great Pittsburgh, Fort Wayne & Chicago Railroad Company was accomplished, mainly through the efforts of Judge Hanna, who became vice-president. The road being completed to Plymouth, there was sentiment in using another line from that point to Chicago, but Mr. Hanna pressed for an independent, through line, and was soon successful.

About three months before the end of his career he was called to a meeting, at Grand Rapids, of the directors of the proposed Grand Rapids & Indiana Railroad Company, another project which languished, and was chosen president of the company, though he feared to assume the responsibility. In addition to these greater projects, Judge Hanna was a partner in the establishment of a woolen factory, the Great Bass Foundry and Machine Shops, and the Olds' manufactories, to the founding of which he contributed capital.

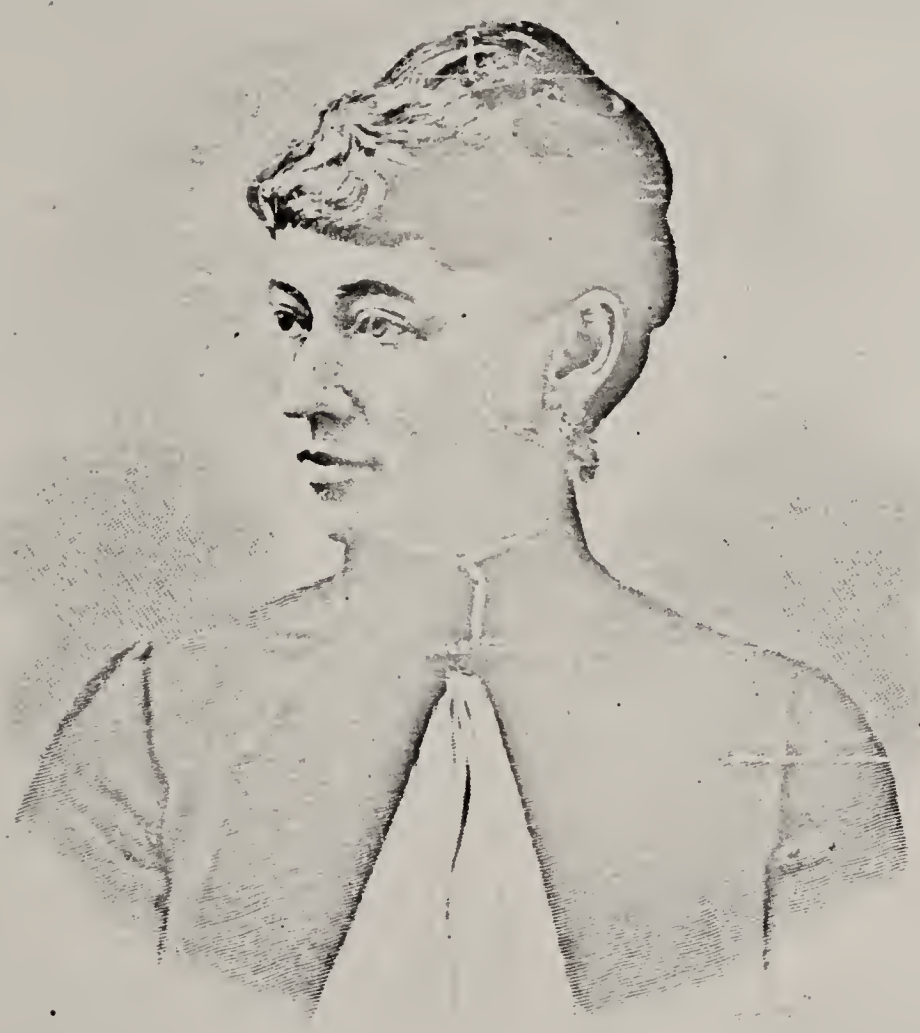
HISTORIC HANNA HOMESTEAD
FORT WAYNE, INDIANA

His religious training was in the faith of the Presbyterian church, of which his father was an elder for some fifty years. He (Judge Hanna) joined that church in 1843, and was a ruling elder during the greater part of the remainder of his life.

His last illness was of short duration. Taken ill June 6, 1866, he died on the 11th. The city of Fort Wayne mourned as it never had before. The council, passing resolutions of sorrow, adjourned; houses were draped with sombre crepe; and the railroad shops and buildings were festooned with evergreen, through which ran the inscription: "Samuel Hanna, Workingman's Friend." The bells of the churches tolled in unison while a procession two miles in length followed his mortal remains to the grave.

Marked features of Judge Hanna's character were his untiring energy, hopefulness, and self-reliance. He was not a polished or highly educated man, nor enjoyed the benefits of a higher education than schools can give. He was eminently a leader, a general of civil life, and an administrator of affairs. Not a man of minutiae or notably systematic, his office was to call such intellects as lieutenants to his service, while he held in his broad and comprehensive mind the great plan with all its bearings and objects.

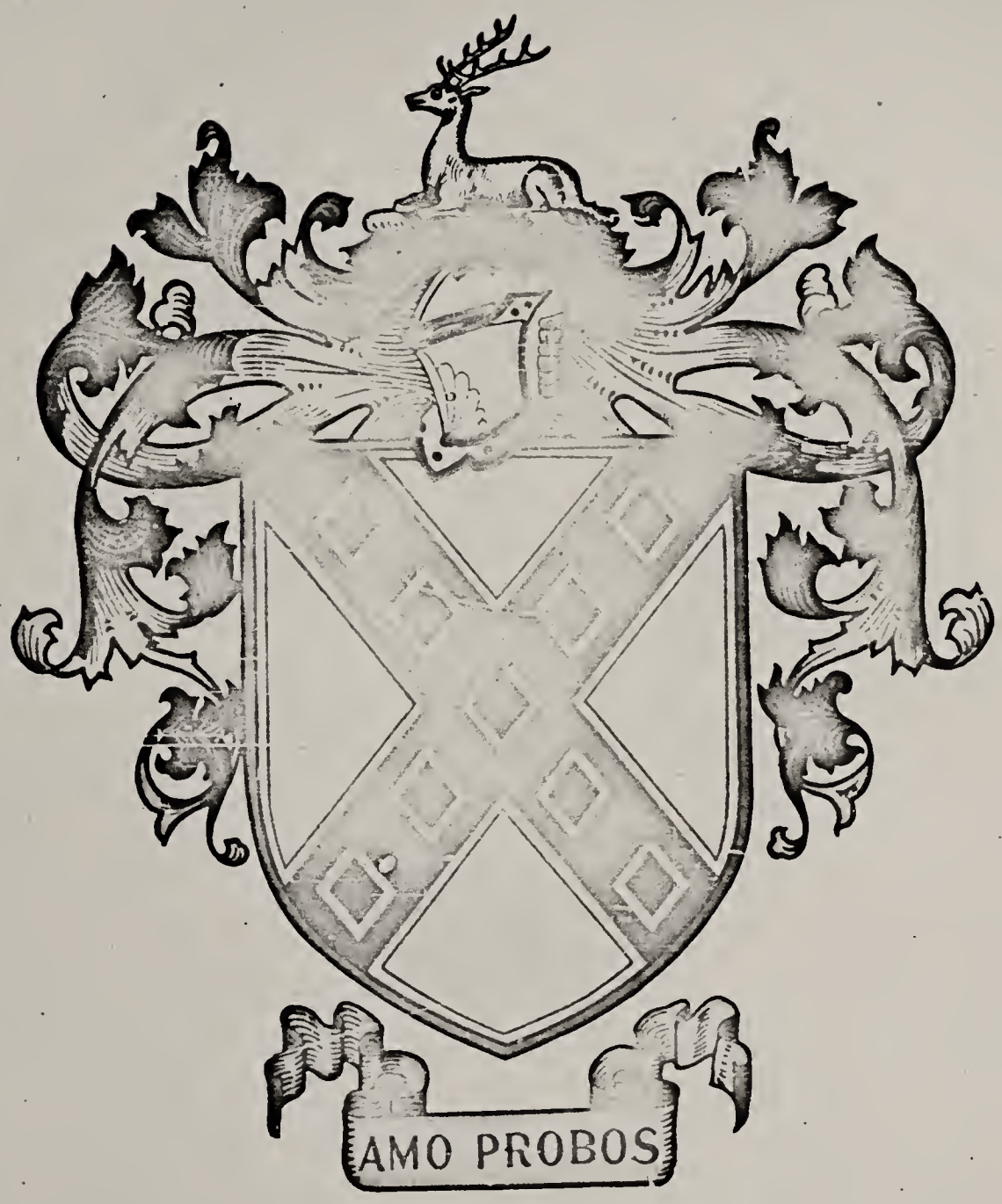
He was a planner and a builder rather than a legislator. With high elements of statesmanship in his character, the work that lay before him was of the formative kind, and to him was given the opportunity to be higher than a statesman, in that he was one of those great characters of imperishable memory, who are known as the builders of cities and the founders of commonwealths. Like all such men, his private life was irreproachable and his family life quaint and lovable. A monument to this noble man stands in the beautiful Lindenwood Cemetery, but Fort Wayne itself is his most worthy memorial, and right worthily might be copied for Samuel Hanna that famous epitaph to the architect of the great London Cathedral, *"Si monumentum requiris, circumspice."*



Mrs Eliza Hanna Hayden

The homestead of Samuel Hanna is still in its original form, situated on Lewis Street. It was built in 1832, and his children were all born and reared in it. His only surviving child is Eliza (Hanna) Hayden, widow of the late Fred J. Hayden, who has occupied the homestead for a great many years. She is one of the charter members of the Fort Wayne Historical Society and is a director to date, served as president of the Fort Wayne Young Women's Christian Association for eight years, and is still active in various church, welfare, civic, social and charitable societies. She is a member of the First Presbyterian Church, and is connected with its various missionary activities.

Judge Samuel Hanna married, in Fort Wayne, Indiana, March 7, 1822, Eliza Taylor, daughter of Israel and Mary (Anne) (Blair) Taylor, of Massachusetts. (See Blair V.) She came to Fort Wayne on a visit with her sister, Mrs. Laura Suttenfield. Mrs. Hanna possessed great nobility of character, great personal courage, and the ability to handle the affairs of home and society with ease. Although delicate in appearance, she possessed a strong constitution, and was to her husband an encouraging helpmate, an ever-ready friend to all those in need, and her long life was spent in well doing. Eliza (Taylor) Hanna died in the Hanna homestead, Fort Wayne, Indiana, February 12, 1888, having lived in this fine, old homestead for twenty-one years after the death of her husband. Judge and Mrs. Samuel Hanna became the parents of twelve sons and one daughter Mrs. Hayden being the only surviving member of the family.



Blair

BLAIR ARMS

Arms—Argent, on a saltire sable nine mascles of the first.
Crest—A stag lodged proper.
Motto—*Amo probos.*

Blair

THE Scottish surname Blair is declared by some authorities to be derived from the residence of a people in a place of that name in the southwest of Scotland, the word signifying an open plain, or field. Blair, in Scottish topography, is said also to signify a moss, or heath; and as there are many localities so-called, there may be several distinct families of that name. Some etymologists make the word signify a battlefield. Reynolds in his "Genealogy of the Blair Family" and Leavitt in his "Blair Genealogy" state that the name Blair is of Celtic origin and means a "cleared field." The name is found at a very early period in Scotland. The same authorities have the Blairs as belonging to the Scotch Highlanders—to some division of a clan—but as the clan has not been determined, the plaid is not known. The Blairs figure prominently in early Scotch history. They participated conspicuously in the ancient wars by which that country was torn, and members of the family were cited for bravery and deeds of renown. There was a Colonel Blair, a Blair Castle, and the family was entitled to bear arms. A number of members of a family of the name of Blair removed from Scotland to the North of Ireland, during the reign of Oliver Cromwell, and they, with others of their countrymen, formed a colony there, "retaining their peculiar religious and political views as they had held them in their own country." The existing Blairs of Blair spring from a cadet of Scott, who married the heiress and adopted her surname, but they have none of the blood of that race. The Blairs "of that ilk" in Ayrshire, says the "Patronymica Britan-

nica" (Lower), have been seated in that country for more than six hundred years. They claim the chiefship of all the Blairs in the south and west of Scotland, although that honor is challenged by the Blairs of Bath-Ayoch, County Perth, who date back to the beginning of the thirteenth century. William de Blair is mentioned in a contract between Ralph de Eglinton and the town of Irvine in 1205 A. D. William, also known as "Willielmus de Blair, Dominus codem" (that is, "William de Blair, Lord of Blair"), son of William de Blair, is mentioned in a charter of Alexander III, dated about 1260 to the Abbey of Dunfermline, Scotland. He had two sons.

Sir Bryce Blair, eldest son of William Blair, fought with marked gallantry, in association with Wallace, in the cause of Scottish liberty, but was captured by the enemy and suffered death at the hands of his captors at Ayr in 1296. He left no children, and was succeeded by his brother David, who was forced to swear allegiance to Edward I of England in 1296, and to sign the Ragman Roll. He is particularly mentioned as the progenitor of the Blairs "of that ilk," whose line ended with Magdaline Blair, who married William Scott, the second son of John Blair Scott, of Malleny in Midlothian, this Scott family being an ancient branch of Buccleuch. Their only son William died unmarried, and the honor passed, in 1732, to the Scott family, which, as indicated above, adopted the name of Blair.

I

JAMES BLAIR, of Aghadowey Parish, County Antrim, Ireland, six miles from Coleraine, is thought to be descended from a brother of Alexander Blair of Glendarmot, 1610, who settled at Aghadowey. These Blairs claim to have come from Ayrshire, Scotland. James Blair married Rachel Boyd, whose gravestone in Aghadowey churchyard says: "died March (or May) 10, 1700, aged 56 years." James Blair had a brother Abraham.

II

ROBERT BLAIR, son of James and Rachel (Boyd) Blair, with his brother and his uncle, Abraham Blair, and possibly his father, emigrated to Massachusetts in 1718 or 1719, and purchased a farm in Worcester, February 10, 1726, where he died October 14, 1774, at the age of ninety years. He married, probably in Aghadowey, Isabella Rankin, daughter of David Rankin, whose father went from Scotland to Aghadowey in 1685. Mrs. Blair died in Worcester, Massachusetts, February 10, 1765, at the age of eighty-two years.

Children, the first five born in Ireland, the others in Massachusetts:

1. Matthew, born about 1704-05, died in Blandford, Massachusetts, September 28, 1770; married (first), November 21, 1727, at Hopkinton, Mary Hamilton; (second), February 21, 1754, Jane Alexander.
2. *David*, of whom further.
3. John, born in 1710.
4. Sarah.
5. Dolly.
6. William, born in 1718.
7. James.
8. Robert, born at Naquag, Massachusetts (now Rutland), June 10, 1720.
9. Elizabeth, born in 1722; married, December 4, 1742, Oliver Watson, son of Matthew Watson.
10. Mary, born April 1, 1725; married, January 12, 1744, John Watson.

III

DAVID BLAIR, son of Robert and Isabella (Rankin) Blair, was born in Aghadowey Parish, County Antrim, Ireland, about 1708, and died in Western (now Warren), Massachusetts, February 20, 1804. He and his brother, John Blair, were among the petitioners, June 12, 1740, from the "Kingsfield" Parish, for making a separate township from the easterly part of Kingsfield, now Chester, and the westerly part of Brookfield and Brimfield. The new town was established as "Western," January 16, 1742, and the brothers were among the voters at the first town meeting. On April 18, 1743, David Blair was appointed one of a committee to manage the providing and preparing of material for a meeting house. In 1744, he was appointed surveyor of highways, and was annually elected to some town office thereafter. In 1760, he was elected ensign of the town militia. He served in the Revolutionary War, as sergeant in the company which marched from Blandford and Murray's field in response to the Lexington Alarm. David Blair was commissioned lieutenant in the Third Regiment, Hampshire County, August 25, 1778. He married, before his arrival in Western, Mary, whose family name does not appear in the vital records of the town, the name of which was changed to Warren, March 13, 1834.

Children, born in the "Elbow Tract," Worcester County, Massachusetts:

1. Isabel, born April 26, 1731.
2. William, born May 1, 1733; married, intentions published, November 9, 1754, Agnes Marr.
3. John, born March 26, 1735.
4. Dorothy, born April 22, 1737; married, in October, 1762, Malcolm Hendry.
5. *Alexander,* of whom further.
6. Absalom (twin), born April 11, 1745.
7. Daniel (twin), born April 11, 1745.
8. James, born January 23, 1747, died October 5, 1823.

IV

ALEXANDER BLAIR, son of David and Mary Blair, was born in Ireland, September 22, 1739, and died in Blandford, Hampshire County, Massachusetts, in 1800. He came to America in 1750 with his brothers, and during the Revolutionary War he served as private in Captain William Cannon's company, Colonel John Mosley's regiment; marched to Ticonderoga, October 21, 1776, under the command of Lieutenant Colonel Timothy Robinson to reinforce the Continental Army, length of service twenty-eight days. Alexander Blair appears in a return of six and three months' men raised in Hampshire County from (late) Colonel Mosley's regiment, by order of Brigadier-General Danderson. Term three months. He is returned as having belonged to Captain Sloper's company, mustered by Lieutenant-Colonel Timothy Robinson, Vol. XLII, p. 135-A. He also served as private in Captain Levi Ely's company, Colonel John Brown's regiment, enlisted August 9, 1780, discharged October 22, 1780. Length of service two months and twenty-one days, including seven days' travel. Raised by resolve of June 22, 1780, three months' levies. Records appear in Vols. II and XV of the official publication, "Massachusetts Soldiers and Sailors in War of Revolution." Alexander Blair married, at Glasgow (Blandford), Berkshire County, Massachusetts, September 24, 1762, Elizabeth Marr.

Children:

1. Seth, married Esther Green.
2. Amos, married (first) Rachel Webster; married (second) the Widow Growdy.
3. Edmund.
4. Alexander.
5. Enos, married Sally Green.
6. Elizabeth, married a Lloyd.
7. Rebecca, married Luther Ingersoll.
8. Charity, married a Blodgett.
9. *Mary* (called Anne or Polly in her childhood), of whom further.

V

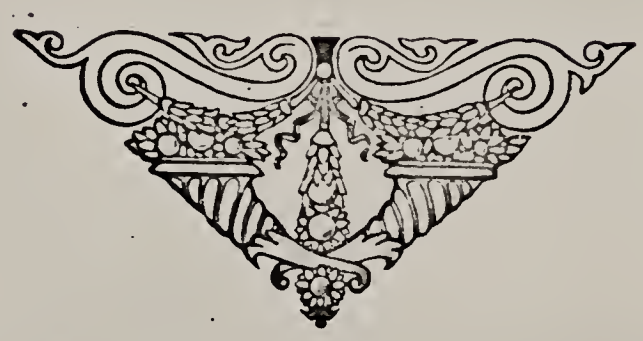
MARY (ANNE) BLAIR, daughter of Alexander and Elizabeth (Marr) Blair, was born November 11, 1775. She married Israel Taylor, in 1793. They had a daughter Eliza, born at Clinton, now a part of Buffalo, New York, February 13, 1803. Eliza Taylor married Judge Samuel Hanna. (See Hanna III.)

The Taylor coat-of-arms is as follows:

Arms—Ermine, on a chief dancettée sable a ducal coronet or, between two escallops argent.

Crest—A demi-lion rampant sable holding between the paws a ducal coronet or.

Motto—*Optissima quaeque Deus dabit.*



References:

(Hanna)—"American Families," Vol. XII. Rice: "History of Hanna Family." "Preston's History," pp. 108-116-126.

(Blair)—Burke: "History of the Commoners," Vol. IV. Leavitt: "The Blair Family of New England." Williamstown, Massachusetts, Vital Records. Lower: "Patronymica Brittanica." Reynolds: "Genealogy of Blair Family." Lawson: Family Genealogy. Aldrich: "History of Yates County." Gibbs: "Address delivered at Blandford, Massachusetts, also Genealogy. Greene: Boothbay, Maine. "American Ancestry," Vol. IV. "New England Historical and Genealogical Volumne," referring to Mary Blair. "William and Mary Quarterly," Vol. VII. Clyde: "Irish Settlements." Cleveland: "History of Yates County, New York." Taylor: Family Genealogies. Rice: "History of Hanna Family." Smith: "History of Peterborough, New Hampshire." Lawson: Genealogy of Baird, Blair, etc. Miller: "History of Colchester County, Nova Scotia." Power: "Sangamon, Illinois, Settlers." Runnell: Sanbornton, New Hampshire, II. Young: "Chautauqua County, New York." Dwight: "History of Strong Family." Farmer: "Genealogical Register of First Settlers of New England." Daughters of the American Revolution, Mary Penrose Wayne Chapter, National No. 185350.